

The New San Jose Transportation Policy

***Reforming Traffic LOS
Policies to Support
Smart Growth***



***Presented by:
Hans Larsen, Deputy Director
City of San Jose
Department of Transportation***



Bay Area Map



San Francisco



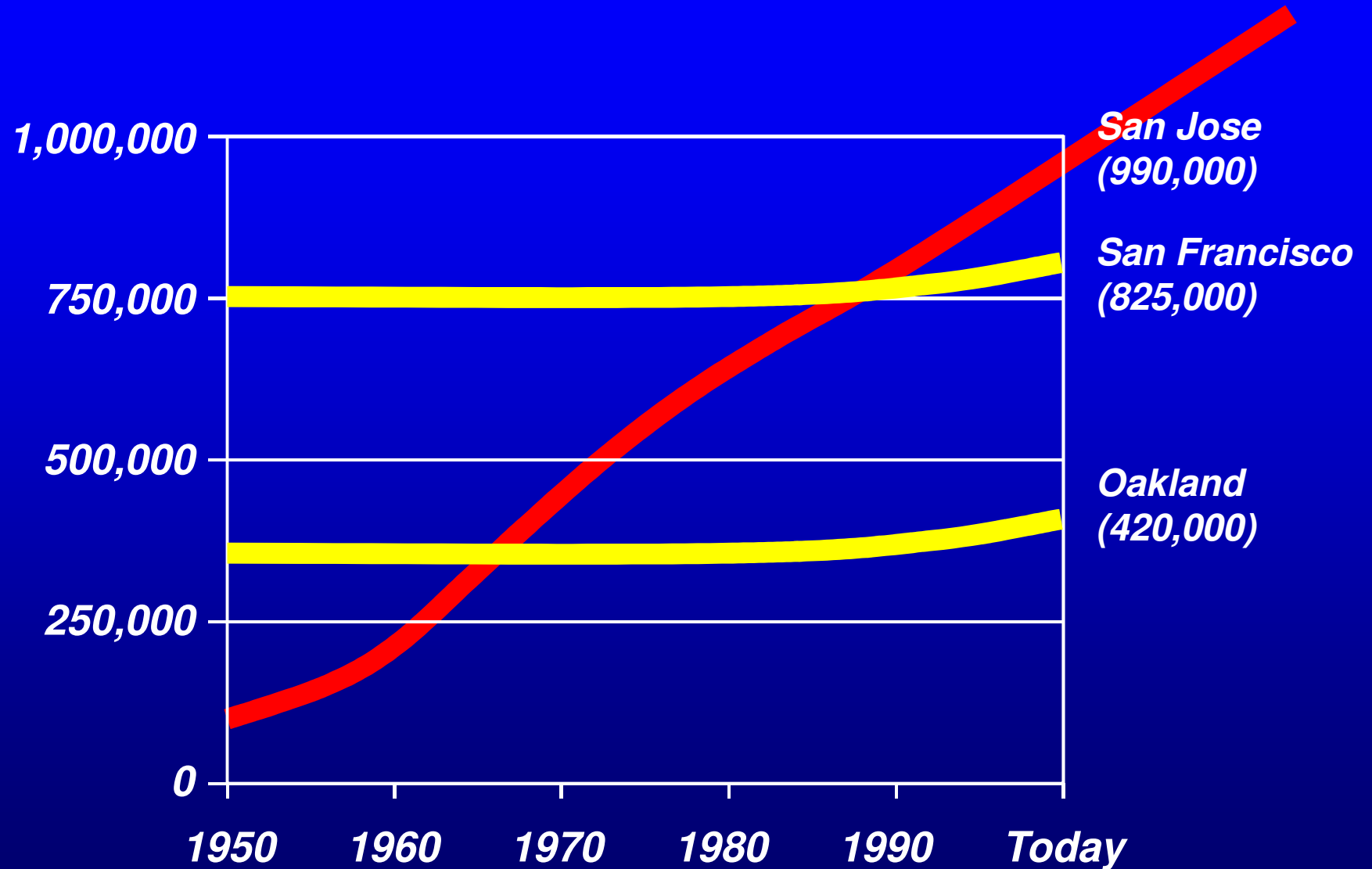
Oakland



San Jose



Bay Area Population



San José Growth History

Population

1.5 M

1.0 M

0.5 M

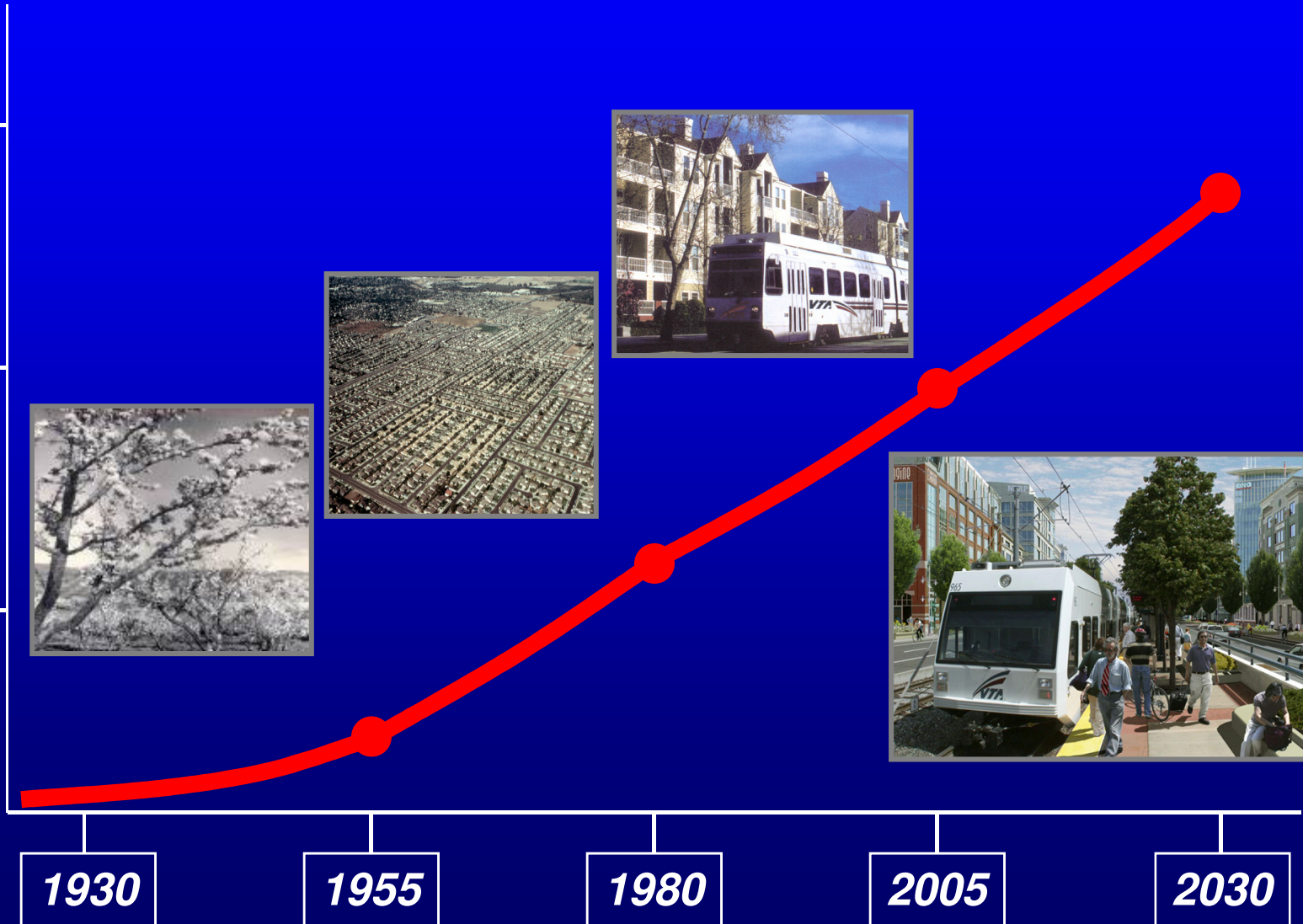
1930

1955

1980

2005

2030



Rail Transit Plan

■ ***LRT/Rapid Bus***

- *Existing*
- *Planned*

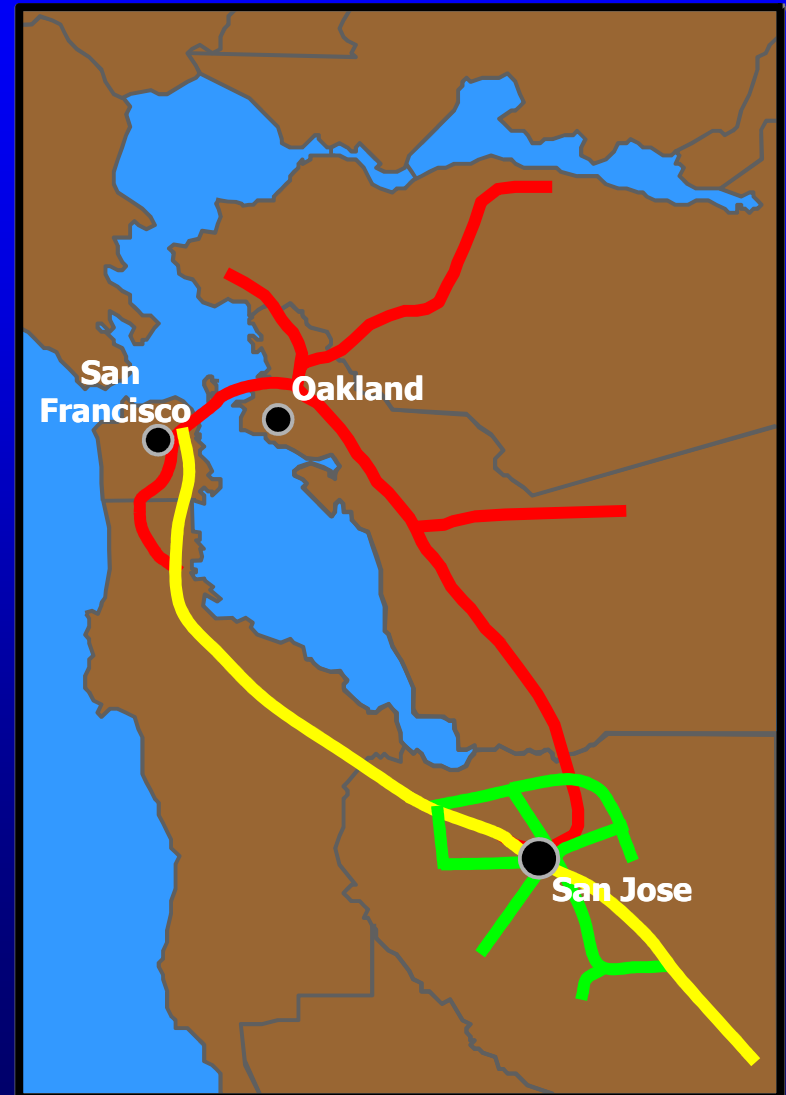


■ ***Caltrain***



■ ***BART***

- *Existing*
- *San Jose Extension*



Planned Growth Areas

- ***Transit Corridors***
- ***North San José***
- ***Downtown***
- ***Berryessa BART***
- ***Evergreen***
- ***Edenvale***
- ***Coyote Valley***



Proposed Development Example

North San Jose - Before



Proposed Development Example North San Jose - After



Proposed Development Example Strip Shopping Center - Before



Proposed Development Example Strip Shopping Center - After



Proposed Development Example

LRT Station Area - Before



Proposed Development Example LRT Station Area - After



Proposed Development Example

Bus Rapid Transit Corridor - Before



Proposed Development Example Bus Rapid Transit Corridor - After



Traffic Level of Service Policy Previous Policy and Issues

- ***Established in 1970's; Automobile focused***
- ***LOS "D" Standard***
- ***Mitigation can impact pedestrian and bicycle facilities***
- ***Not supportive of infill and transit oriented development***
- ***Doesn't allow for Council "exceptions" of policy***
- ***General Plan changed in 2001 to allow a flexible transportation policy to support land use plans***

Transportation Policy Update

Key Outcomes

- ***Support higher density, mixed use and pedestrian friendly development for special planning areas designated in General Plan***
- ***Preserve LOS D traffic standards for existing suburban neighborhoods***
- ***Facilitate a Citywide multimodal transportation system***
- ***Continue to link land development with transportation improvement***
- ***Provide an efficient and predictable implementation process for developers***



New San Jose LOS Policy

(Approved June 2005)

■ ***Exempt Area***

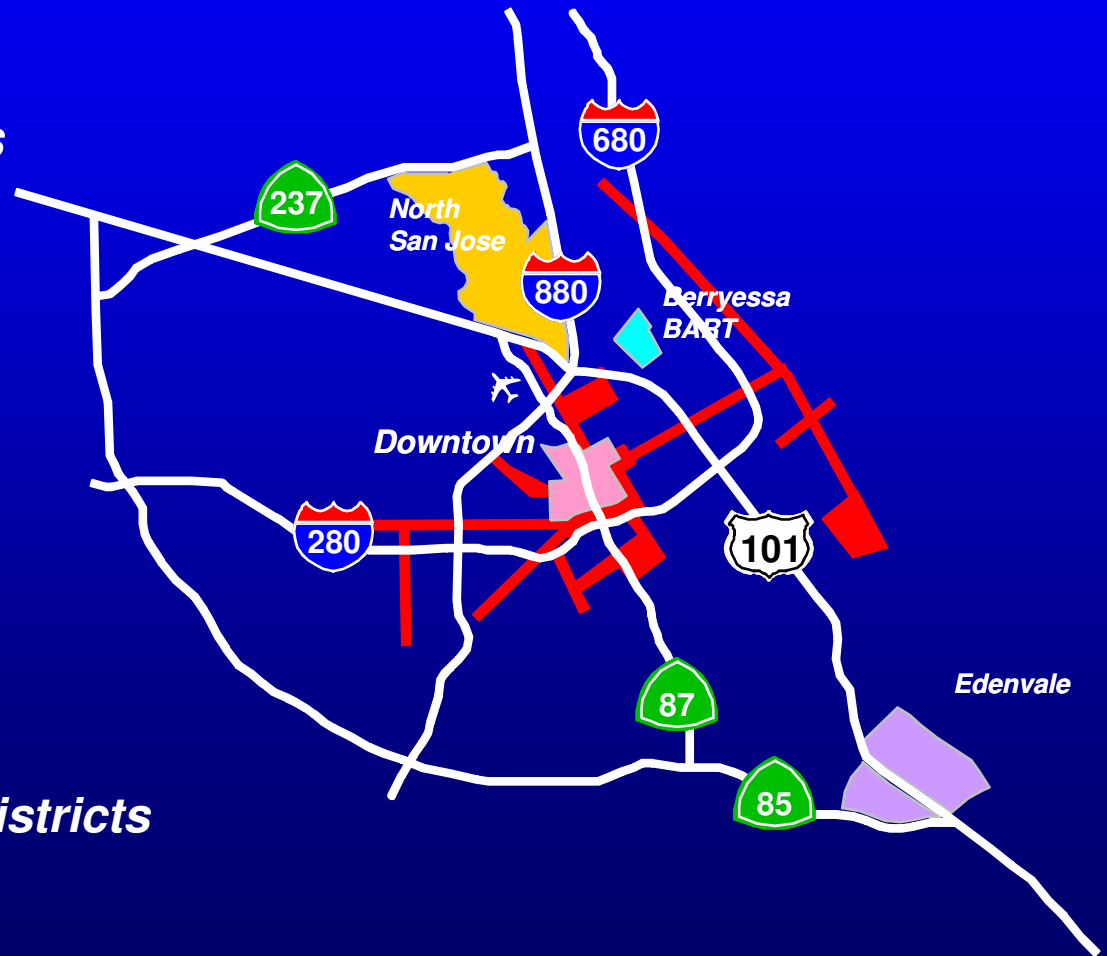
- ***Downtown***

■ ***Area Development Policies*** ***(Master EIR w/ "LOS Override")***

- ***North San Jose***
(83,000 jobs/ 32,000 homes)
- ***Edenvale***
(20,000 jobs/ 2,000 homes)

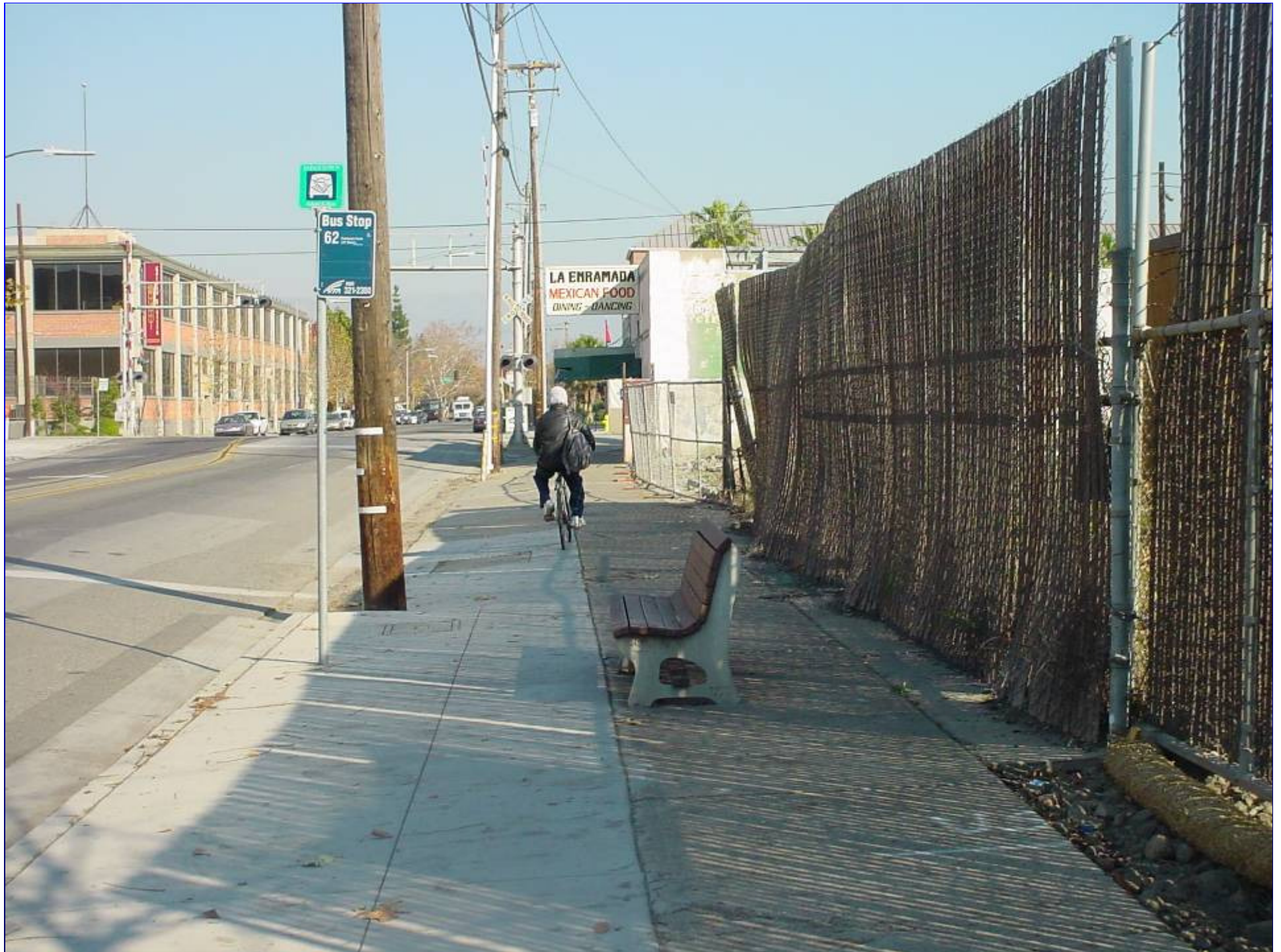
■ ***"Protected Intersections"***

- ***Transit Stations/ Corridors***
- ***Specific Plans***
- ***Neighborhood Business Districts***



“Protected Intersection” Policy

- ***Master EIR overrides LOS at protected intersections***
 - *25 approved locations*
- ***Development to construct “offsetting improvements”***
 - *“Overriding consideration” for exceeding LOS “D” standard*
 - *Value of improvements is \$2,000 per trip*
- ***Scope of improvements to be coordinated with adjacent community***
 - *Ped facilities, streetscapes, traffic calming, transit stop enhancements*





Closing Perspectives

- ***Reform or Eliminate Auto LOS Policies***
 - *Intention is congestion management*
 - *Outcome is low density, auto oriented sprawl*
 - *Inconsistent with policy goals for greenhouse gas reduction (AB 32) and sustainable communities (SB 375)*
- ***Limit CEQA Significance of LOS***
 - *Project level disclosure information*
 - *Guide operational improvements*
- ***Focus CEQA Analysis on Vehicle Miles Traveled (VMT)***
 - *Mix land uses to reduce trip lengths*
 - *Promote non-auto mode shift*
 - *Facilitate transit oriented development*
- ***Reform Caltrans Perspectives***
 - *Land use, freeway LOS analysis, transportation mitigation*

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